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Transportation News

U.S. PATENT OFFICE
NOV 1 9 1927
DIVISION X

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Published by

AMERICAN CAR AND FOUNDRY COMPANY
30 Church Street, New York City

AUGUST-SEPTEMBER-OCTOBER, 1927

"I WOULD be remiss if I did not emphasize the service given under our direction and without charge by the rail-ways, the Missouri Pacific, the Illinois Central, the Texas Pacific, the Gulf lines, the Southern Pacific, the Rock Island. They have not alone transported our refugees out and home free, given us thousands of box cars for temporary shelter, but beyond all this their engineers, their trainmen and officials have drawn trains over hundreds of miles of flood and dangerous tracks that these services might be performed. The great industries like the Standard Oil have operated their steamers and barges free for weeks. It has all comprised a magnificent net of rescue."

—HERBERT HOOVER, *Secretary of Commerce*,
in recent appeal for flood sufferers.

NOTES BY THE WAY

L. I. Railroad Scraps Last Wooden Car **T**HE last wooden car will be taken off the Long Island Railroad passenger service this evening and tomorrow only steel cars will be used for the transportation of passengers over the entire system. This announcement was made yesterday by the Long Island Railroad Company, with the further statement that this is the first Class I railroad in the country to place its passenger-carrying equipment on a 100 per cent. steel car basis. Early this year its Board of Directors authorized the purchase of a sufficient number of steel passenger cars to replace every remaining wooden passenger car by the end of the year. Nearly 250 steel cars were delivered to the railroad at a cost of approximately \$5,000,000. Thirty-three cars are still in course of construction, and when they are completed and delivered, the Long Island will have in steam and electric train service a total of 1,428 steel passenger cars, which include coaches, baggage, combination baggage and mail, club and milk cars. . . . To bring about the complete elimination of its wooden passenger equipment the company retired more than 250 wooden cars this year. Wooden cars have not been in use in electric passenger train service for some years.

—N. Y. Times, Sept. 9, 1927.

An a.c.f. Order **A**S its share in this noteworthy accomplishment the American Car and Foundry Company recently executed two orders aggregating 241 cars for the Long Island Railroad, delivery being made in record time.

Our Errors **O**N page three, July issue, dollar signs should have been omitted in front of 17,000,000 life insurance policies and 46,000,000 savings bank depositors. Address of our Marine Sales Salon is 217 WEST 57th Street, New York, and not EAST as shown on page six, July issue.

Railroads and the Kitchen **W**HAT all this transfer of fruit from the Pacific Coast orchard, of meat from the Western ranch, of vegetables from the Southern farm, and of flour from the Montana wheat field and Minnesota mill means in terms of transportation requires a little calculation. If I trace to their source the principal items that come into our kitchen in Washington, D. C., and use the known average per capita consumption I find that in a year I alone require of the railroads more than 500 ton-miles—500 food ton-miles, if you please. Multiply this by 4 or 5 and you will realize the extent to which the head of a city family depends upon the railroads to serve his table.

—George Otis Smith, Director, United States Geological Survey.

No More Experiments Needed **T**HE American people still remember, with something akin to shuddering, our experience with government control of railroads, made necessary at the time, its proponents declared, by the war emergency. This unpleasant experience had at least one beneficial effect. It set back any drive for government ownership of railroads for at least a generation. The national transportation system is on a sound basis once more. The people want no more experiments in government ownership or control.

—From the Wilmington (Del.) Journal.

Railroad Efficiency **A**MERICAN railroads in private ownership manned by railroad men have reduced their payrolls by about 200,000 employees, at the same time increasing their efficiency to the extent that their car loadings amounted from 42,000,000 cars in 1921 to 53,000,000 cars in 1926. The railroads are necessary for the proper development of the country, and the public is beginning to understand that they are doing this work out of their own great capacities and are doing it well, without being rightly subject to the charge of extortion.

—From the Seattle (Wash.) Daily Journal of Commerce.

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—a.c.f.—

Transportation News

Romance in Transportation

DIMINUTIVE coal-burning locomotives that once hauled New Yorkers up and down Manhattan now drag ore cars about South American and Chinese mines. American built automobiles complicate the traffic problems of antipodean cities. Motion pictures produced in New York and Hollywood draw applause from the South Sea Islanders in their remote homes. The methods of feeding, clothing, housing, amusing the world grow more intricate as transportation facilities improve.

The name "New Zealand" displayed against a fern leaf is the national brand used to identify New Zealand's excellent butter and cheese in the export trade. Butter and cheese bearing a name sufficiently like New Zealand to deceive the careless recently came on the market. They were shipped from the Argentine and New Zealand is discussing the subject with the Government of the South American republic.

Canadian hops go to England and are to be sent to the Australian market this season. British Columbia ships canned fish to the remotest corners of the earth; California has a similar wide distribution of preserved fruit. Forty Jersey heifers were shipped from Vancouver to Shanghai the other day; the Guernsey bull Echo of Myrtle Place took first prize at the annual show on the Isle of Guernsey and promptly

was bought by a Detroit man. Suits of clothing made in New York State are sold in England.

A refrigeration service carries fruits and vegetables from south-western Canada to the east coast of South America; Brazil bought 60,000 tons of potatoes from British Columbia in 1926. The same Province is sending apples to South Africa, China, Sweden, Norway, Germany, and Denmark, Great Britain and the United States. New York and Chicago are steady customers. South Africa and the west coast of South America compete in the New York fruit market at certain seasons.

The man who could tell where the clothing he wears and the food he eats came from and how they reached him would be a walking encyclopedia and he might be a bore.

—N. Y. Sun, Aug. 1, 1927.

Feeding the Hungry Pilgrims

IF THE WAY to a man's heart is through his stomach, as the sage says, the Denver & Rio Grande Western Railroad, will endear itself with thousands of visitors to the American Rockies. Simultaneous with the receipt of a 20-wheel, four cylinder articulated locomotive developing what is believed to be the largest output of any coal-burning locomotive ever built, this progressive Western road has recently put into service four new all-steel dining cars built by the American Car and Foundry Company. With an overall length of 82 feet, height of 14 feet 3 inches and width of 10 feet 2 1/8 inches, these cars represent the very latest development in the car-building art in both structural arrangement and fineness of finish. The dining compartment of these roomy cars seats 36 persons.

Both interior and exterior are finished in Duco. Two cars are finished inside in blue, the lower walls being Lagoon Blue with aluminum striping while the upper walls, ceilings and fans are in Guernsey Cream with gold striping. Tables and chairs are done in Saratoga Blue. Two other cars are finished inside in brown. The lower panels are in Heathcote Brown with maroon striping, while the ceilings are done in Belere Cream with gold striping. Chairs and tables have mahogany finish. Altogether, the finish is rich, yet in accord with the restraint common to things of true beauty.



Can you picture yourself seated by a broad window as the picturesque panorama of the Rockies unfolds

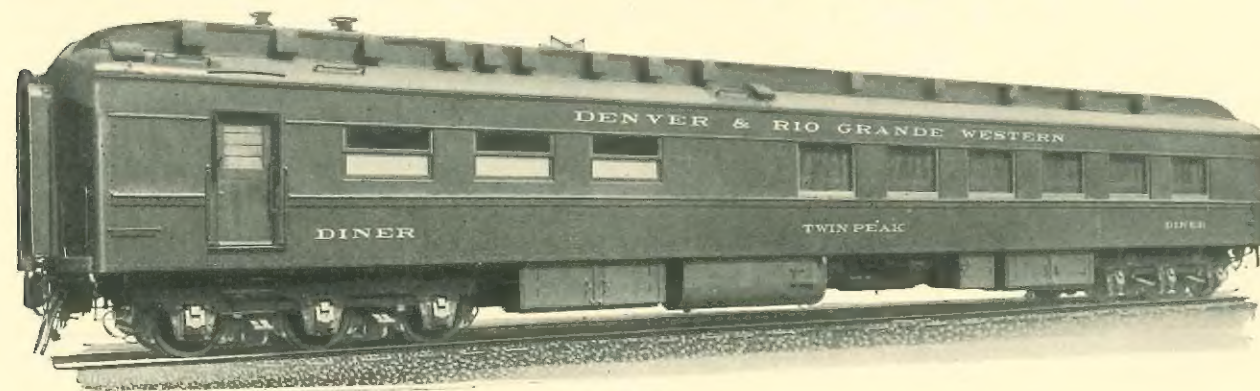
Six large and six small dining tables, each located opposite a large window, give a clear view of the awe-inspiring grandeur of the Rockies as seen from the Denver & Rio Grande Western, between Salt Lake City and Denver by way of the Royal Gorge. Spanish leather seats and Wilton carpets in colors to harmonize with the color scheme of the car complete the ensemble. Fixtures are of bronze.

The most important part of the car—the kitchen—is finished in dull gray Duco. Ample space is provided for the hard-working dining car chefs. Kitchen and pantry floors are made in a manner probably heretofore unknown to those outside the railroad or equipment business. Yellow pine flooring is covered with

sheet copper which is studded with round-head screws and flooded with solder. This provides sure footing for the chefs who work with lightning speed as the train speeds over the winding right-of-way.

Riding comfort and freedom from side-sway are assured by the six-wheel trucks of the straight equalizer and inside bearing type. In addition, the 5 x 9 inch journals have pedestals and equalizer springs cast integral.

The noteworthy advances made in both construction and finish by Denver and Rio Grande Western engineers in collaboration with the American Car and Foundry Company will be of special interest to readers of Transportation News.



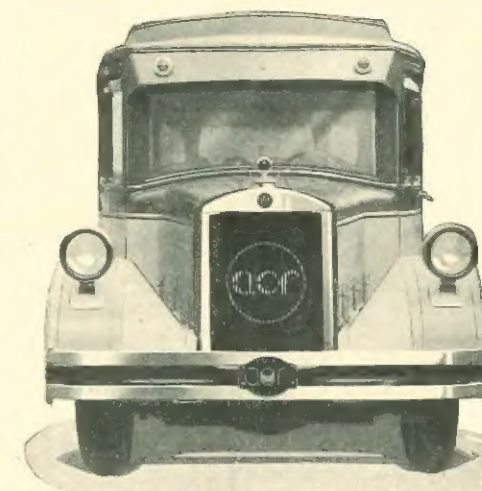
For Luxurious Transportation

ELECTRIC RAILWAY operators are learning that, like rail cars, motor coaches suffer a fluctuating load factor during various hours of the day. Peak loads morning and night require extra "trippers" which are idle during the quiet mid-day and evening hours.

In the morning and evening, coaches are patronized by those who must and will ride regardless of the quality of transportation offered. These riders constitute what may be termed "Mass Transportation." In the off hours, considerable patronage should come from those people who have the choice of public vehicles or who own private automobiles.

Since there is a surplus of seats in the coaches when these people are traveling, their patronage is highly desirable. Heretofore, these folk have been importuned to ride on the plea of lesser cost per ride, but since this group represents "Class Transportation," low cost is an incidental factor.

The alert transportation man now realizes that to win these marginal riders from their own auto-

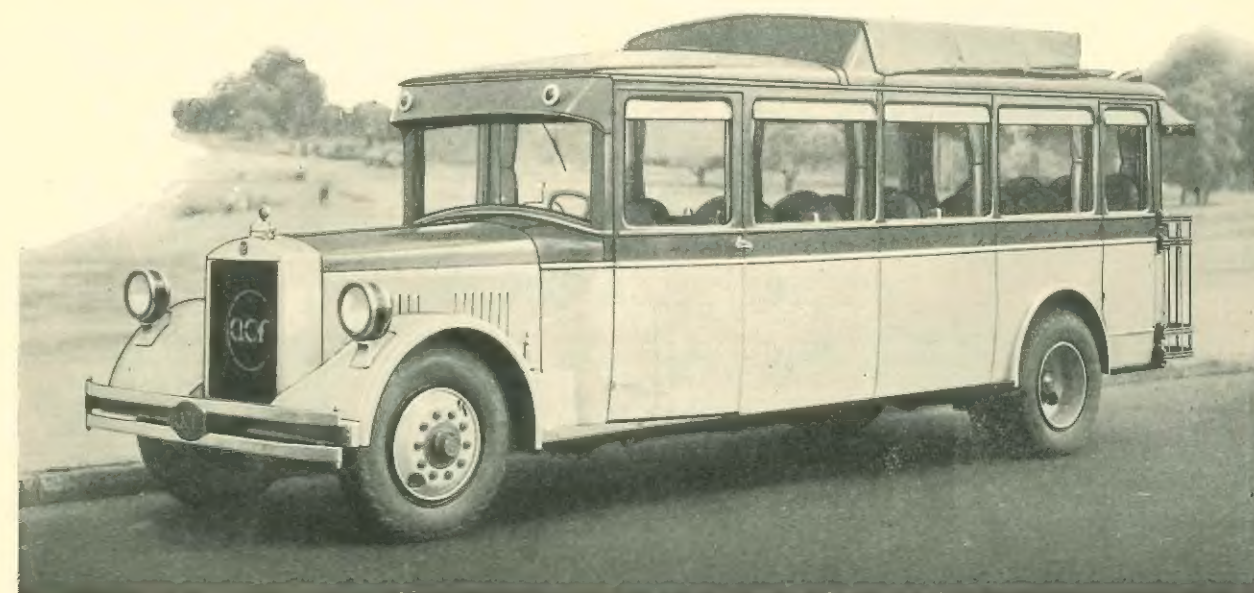


Sleek as a greyhound and silken smooth the a.c.f. Express Special sounds a new note in motor coach transportation

mobiles he must provide transportation equal in speed, luxury, comfort and quiet to the private automobile. And likewise he is learning that cost is not the determining factor with prospective riders who are quite willing to pay parking charges of twenty-five or even fifty cents for the mere privilege of being free of their automobiles after having driven downtown.

In many cities electric railways are paralleling their own street car and ordinary motor coach lines with high-fare, high-speed express motor coach lines.

The a.c.f. Express Special illustrated on this page provides the performance and private-car luxury required for profitable high-fare operation. Powered by the same Hall-Scott engine that propels the larger a.c.f. motor coaches, this unique coach seats only 21 passengers. Handsome leather-upholstered, double-cushion, individual seats approximate the comfort of a limousine, while mahogany trim and dark-blue, colonial-grain Fabrikoid inside lining impart the luxury of transcontinental Pullmans.



New Rate Decision Important to Railroads

DESPITE the fact that their freight traffic increased 3 per cent in the first six months of 1927 over the same period in 1926, American railroads earned barely 4½ per cent upon their investment. Higher wages granted various classes of railroad employes, and steady increases in taxes were important factors in bringing about this result.

Almost coincident with the determination of these figures, the Interstate Commerce Commission ordered a reduction in rates of approximately 8 per cent on perishable fruits from California to various destinations.

The Commission in 1925 found these rates were not unreasonable. Later, however, Congress passed the so-called "Hoch-Smith resolution" directing the Commission with due regard "to the maintenance of an adequate system of transportation" to investigate and "effect with the least practicable delay such lawful changes in the rate structure of the country as will permit the freedom of movement by common carriers of the products of agriculture . . . including live stock, at the lowest possible rates compatible with the maintenance of adequate transportation service."

In its latest decision, a majority of the Commission declared that "the resolution is, in effect, a direction to us to give agricultural commodities affected by depression the lowest rates that it is possible to give without running counter to the provisions of the Interstate Commerce Act and the carriers' rights under the Constitution."

The total 1926 traffic involved in this decision was 1,053,755 tons, or 75,088 cars.
—Railroad Data, Aug. 26, 1927.

The Railroads' Contribution to National Prosperity

THE railroads of this country are one of the principal contributors to our national prosperity. This is very clearly indicated by the large volume of fuel, materials and supplies which the carriers produce annually. In 1926 alone, such purchases amounted to \$1,559,032,331. This was the greatest amount ever spent for such a purpose by the railroads of the United States in any one year on record, with the exception of 1923.

The comparative figures of railway purchases of fuel, material and supplies for the past four years follow:

1923	\$1,738,703,000
1924	1,343,055,000
1925	1,392,043,000
1926	1,559,032,331

The railroads are one of the controlling features in the economic welfare of the nation. Not only with regard to a number of important commodities are they among the largest purchasers, but they also render a vital service to the public in the form of transportation. At the same time they distribute nearly three billion dollars a year in the form of wages which are largely paid out by railroad employes in purchasing the products of industry.

STILL TRUE TODAY

THERE are persons who constantly clamor. They complain of oppression, speculation and pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations and all means by which small capitalists become united in order to produce important and beneficial results. They carry on mad hostility against all established institutions. They would choke the fountain of industry and dry all streams.

In a country of unbounded liberty, they clamor against oppression. In a country of perfect equality they would move heaven and earth against privilege and monopoly. In a country where property is more evenly divided than anywhere else, they rend the air shouting agrarian doctrines. In a country where wages of labor are high beyond parallel, they would teach the laborer that he is but an oppressed slave.

—Daniel Webster.

Railroads Need More Stockholders' Capital

CHARLES F. MITCHELL, President, National City Bank of New York, discussed "The Capital Market" at the fiftieth convention of the National Electric Light Association. During his address he discussed the railroad situation, in part, as follows:

"During the past five years the roads have spent an average of about three-quarters of a billion dollars per annum for capital improvements, and the efficiency and reliability of railroad service today is the result of the intelligent application of that money. It was raised in part by the sale of securities and largely by the application of earnings and depreciation reserves.

RAILROAD SECURITIES POPULAR

"But granted that the roads are giving efficient service to the commerce of today, the question seems opportune as to whether their plans provide adequately for the demands that, with the inevitable growth of the country, will be upon them five or ten years hence. We should and must have the most modern, efficient and flexible transportation plant in the world and it is not in sight. Yet never in our history has there been a more favorable period for rapid progress toward that goal. By and large, railroad credit is excellent, railroad securities are popular and in increasing demand—the capital supply is abundant.

"There is another phase of this modernizing of the transportation system that you men in the public utility industry above all others will appreciate. It

can't be done to the interest of investors unless the public are willing to pay for it and only too often the public stand in their own light by an unwillingness to pay for an improved service.

"Give the railroads a chance to build for public service at such a profit I say as will enable them to offer their securities in volume and compete successfully in the capital market for the excess of investment funds."

Record Rail Efficiency

The average daily movement per freight car for the first seven months of 1927 was 29.8 miles, the highest mark ever attained in any corresponding period. This was an increase of one-half of one mile above the best previous average established in the first seven months of 1926. Daily average movement per car in July was 29.1 miles, compared with 30.5 miles in July last year.

Average load per car for the first seven months in 1927 was 27.3 tons, an increase of three-tenths of one ton above the average for the first seven months in 1926. The average load per car for the month of July this year was 27 tons, compared with 27.6 tons in July last year.

—Wall Street Journal, Sept. 19, 1927.

Don't Penalize Success!

THE more progressive an industry is in its character and methods, the worse does the public suffer from any attempt to limit its owners to a fixed rate of profit. For each introduction of new methods of operation is an experiment; and no one knows in advance whether an experiment will turn out well. If the government says to the company, "If you succeed, you are limited to a normal rate of profit; if you fail, your shareholders must stand the loss"—it is obvious that the experiment will not be made at all. The country that limits rates to a "fair return on prudently invested capital" discourages just the sort of industrial enterprise which is the most effective means of lowering public service charges and keeping the nation in the forefront of progress.

—Arthur Twining Hadley,
President-Emeritus, Yale University.

a.c.f. Cruiser's Seaworthiness Saves Sixty Lives

WHEN William A. Hofnauer of Chicago purchased a 47-foot, a.c.f. cruiser he believed it to be a seaworthy as well as a handsomely finished craft. Little did he expect its seaworthiness was to be tested in one of the severest local squalls that ever visited the southern tip of Lake Michigan.

On the clear sunny afternoon of July 28 last, the excursion steamer Favorite steamed away from Lincoln Park to the Municipal Pier at Chicago with a crowd of some seventy-five women and children bent upon escaping the city's heat. As the boat neared the Municipal Pier, dark clouds gathered and a gale came up suddenly without warning, whipping up the waves in frenzied fury. In a moment the squall assumed cyclonic proportions and capsized the excursion boat.

Mr. Hofnauer's boat, the Doris, was cruising nearby. As the squall hit, he saw that the Favorite was in distress. A burst of lightning showed him that the little ship was sinking; that disaster lurked at hand. At full speed ahead the Doris, with its crew of owner, captain and two guests, raced to the foundering Favorite. In less than ten minutes they

were alongside with lines made fast and rescue work proceeding with clocklike precision. For nearly forty-five minutes the task of transferring panic-stricken women and children to the Doris progressed, until there was no hope of effecting further rescues. Some sixty survivors were taken aboard the staunch little Doris and the hazardous trip to the shore began. After a thrilling voyage shoreward a second trip was made, the Doris standing by until the authorities took over the task of salvaging the ill-fated Favorite. Official record credits the Doris and its crew as being the sole witnesses of the catastrophe and for nearly an hour the only ones on the scene.

Mr. Hofnauer's comments are illuminating: "The return trip with 60 crying, frightened, hysterical half-drowned women and children packed on the decks and stuffed like sardines in the cabin, was a nightmare. The Doris settled in the water and listed as the rescued milled about. With the help of a couple of survivors we got them to stand still and went on."

"The Captain of the Favorite wasn't to blame. We had a more seaworthy boat, but for five minutes we didn't know whether we could weather the gale.



P.&A.Photo.

Coordinated Transportation in New England Employs Steam, Electricity and Gasoline

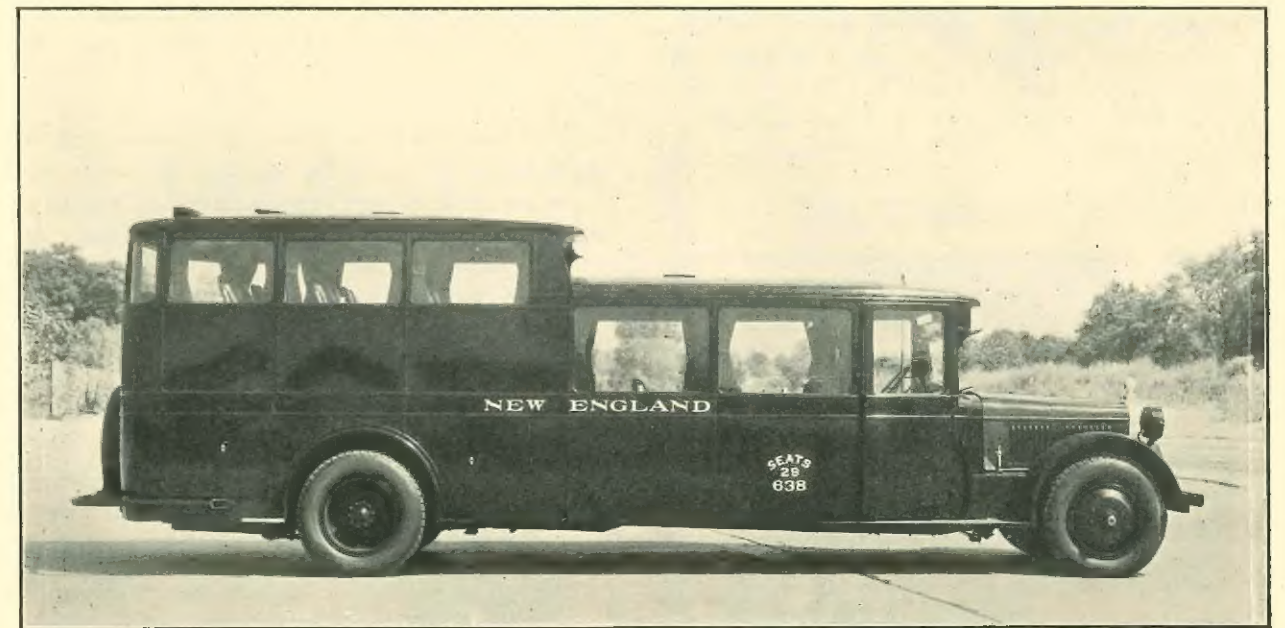
IN NEW ENGLAND the conception of service to the traveling public goes far beyond steam trains and steel rails. Adequately to serve the six states in which it operates, the New York, New Haven and Hartford Railroad utilizes all types of rail and road equipment powered by steam, electricity or gasoline as the need dictates. From Grand Central Terminal in New York City to New Haven, Conn., the road is electrified. Thence, through New England, one has the choice of steam train, gas-electric rail cars or motor coaches according to the route selected. For through service and mass transportation, steam trains render admirable service. The Merchants Express, for instance, makes the 240-mile trip from Boston to New York in five hours and ten minutes, combining steam and electric motive power. For local service on radial arteries of traffic, the New England Transportation Company operates hundreds of motor coaches. One can travel New England by motor coach exclusively if that form of transportation appeals most. On some branch lines out-of-pocket costs are reduced by the use of gas-electric railcars.

Lately, the service has been further expanded to include a through motor coach service between Bos-

ton and New York. Independent operators have maintained indifferent service over this route for several years, and have achieved a nominal profit despite haphazard operation.

To put this service on a par with other New Haven service throughout New England, fifteen a.c.f. Parlor Observation Coaches are being put into service by the New England Transportation Company. This unusual coach, described in the last issue of Transportation News, provides 29 comfortable seats, 17 in the upper Observation Compartment and 12 in the lower compartment. Over 150 cubic feet of baggage space is located beneath the raised deck in a dust-proof and weathertight compartment.

Because of the unusual passenger-attracting quality of this unique coach and its ability to handle baggage simultaneous with the transportation of passengers, the New England Transportation Company fully expects to gain a majority of the through motor-coach traffic between New York and Boston. Here we have a railroad paralleling its own rail lines with motor coach service and giving the traveling public a choice between rail or road. The results achieved should be of interest to every wide-awake railroad executive.



One of fifteen of the a.c.f. Parlor Observation Coaches recently put in service by the New England Transportation Company, subsidiary of the New York, New Haven and Hartford R. R. Company

Railroad Efficiency Increasing

*A. R. A. Mechanical Division Reports
Records Never Before Equalled.*

THE railroads of the United States in 1926 used an average of approximately two and one-half ounces of coal for every ton of freight and equipment hauled one mile, according to L. K. Silcox, Chairman of the Mechanical Division of the American Railway Association and General Superintendent of Motive Power of the Chicago, Milwaukee and St. Paul Railway.

"This means," said Mr. Silcox, in an address before the annual convention of the Mechanical Division, "that for every pound of coal or its equivalent used, the railroads hauled 6½ tons of freight and equipment one mile. This is a record never before equaled by the carriers and is a striking example of improved railway efficiency.

"There is no definite data to show to what extent the nature of repairs to locomotives contributed to the reduction in the use of fuel, but it is a well-known fact that a high degree of general locomotive maintenance and boilers in first class condition produced results from a fuel standpoint that are beneficial to the cost of operation and transportation service as a whole.

A Railroad Record Broken

LOADINGS of revenue freight for the first 26 weeks this year totaled 25,326,726 cars, the greatest number ever loaded during any corresponding period on record, according to the Car Service Division of the American Railway Association.

This was an increase of 317,575 cars over the total number loaded during the corresponding period last year and an increase of 998,236 cars compared with the corresponding period in 1925.

INCREASE IN AVERAGE MILES PER DAY.

"The enormous investment in locomotives, necessary to maintain sufficient power so as to move the business offered at any time makes one of the first duties of successful management, the maximum utilization of every engine. That the roads are succeeding in this effort is shown by the fact that the average miles per day per active locomotives of the Class I railroads in 1926 was 85 miles for freight locomotives and 152 miles for passenger locomotives. In 1923, the average for freight locomotives was 81.6 miles and for passenger locomotives 142.6 miles.

"The increased work which each locomotive is doing today is illustrated by the fact that since 1922 there has been an increase of more than 7 per cent in the average road speed, an increase of more than 18 per cent in the gross tons per train and an increase of nearly 28 per cent in the gross ton-miles per train hour, while at the same time there has been a decrease of nearly 19 per cent in the amount of fuel consumed in hauling one thousand tons of freight and equipment a distance of one mile."

Organized agriculture should help to obtain a constructive policy of railroad regulation, to replace a merely restrictive one its radical leaders favor.

—From the Chicago Tribune.

Further Reduction in Loss and Damage

*Freight Claims Last Year Smallest Ever Reported in Proportion to
Volume of Freight*

CLAIMS paid by the railroads of the United States and Canada in 1926 for loss and damage to freight shipments were the smallest ever reported in proportion to the amount of freight carried, the Freight Claim Division of the American Railway Association announces.

These claims, according to reports just filed by the railroads, amounted to \$38,197,315. This was a decrease of \$584,782 or 1½ per cent compared with 1925 which heretofore had marked the lowest amount for recent years. The total loss and damage bill of the railroads in 1926 was also a decrease of \$58,543,061 compared with that for 1921.

There has been a constant decrease since 1920 in the amount of loss and damage claims which the railroads have been called on to pay, despite the fact that the volume of freight traffic has been steadily increasing.

Prompt delivery of freight at destination was responsible for the greatest reduction, compared with the preceding year, in the amount of loss and damage claims. This particularly affected movements of fresh fruits and vegetables, meats, packing house products, poultry, game and fish, eggs and dairy products which the railroads are required to transport with as little delay as possible. In 1926, loss and damage claims growing out of delay to freight shipments amounted to \$3,380,936, a decrease of \$984,073 or more than 22 per cent compared with 1925.

HUMANITY in this age will simply have to get into the habit of being careful all the time. The extent to which casualties are kept down when we are forced to be careful adds to the terrible reproach upon us for the wasting of life where there should be comparatively little danger. Carefulness is the only way to keep down casualties.

—From the Pittsburgh (Pa.) Post.

LESS DEFECTIVE EQUIPMENT

The improved condition of freight equipment on the railroads of the United States and Canada also resulted in a substantial reduction in 1926, compared with 1925, in the amount of loss and damage claims due to defective equipment. Loss and damage claims growing out of that cause amounted to \$3,047,299 last year, a decrease of \$521,895 or nearly 15 per cent under 1925.

The Realized Vision

GLANCING at a map of the United States, with 250,000 miles of railroad traversing it in all directions, one has difficulty in believing that the same vast territory, only a century earlier, was virtually without a single mile of railroad. Railroads were bold ventures in the beginning. Men pinned their faith to these costly enterprises before any one could be sure that they would become the indispensable arteries of trade and travel which they afterward did become. Wildernesses were penetrated and subdued by the railroad pioneers. Without the vision and practical aid of those audacious spirits, it is inconceivable that this vast nation could have been knit together with political and social and economic ties as it is today.

—From the Boston (Mass.) Traveler.

"AS an illustration of increased efficiency in car service, take the items of coal, sand, stone and gravel. The average increased tons per car obtained in 1926 over 1923 was 1.7 tons. If only the same number of tons per car had been loaded in 1926 as were loaded in 1923, it would have required the handling of 396,000 additional cars to have moved the 1926 tonnage of these commodities. During 1926 the average turnaround for the active car units in service (deducting cars awaiting repairs and surplus) was 14.7 days, as compared with 16.1 days in 1923."

—Car Service Division, American Railway Association.

AMERICAN CAR AND FOUNDRY COMPANY

30 CHURCH STREET, NEW YORK CITY

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IN THE SERVICE OF THE NATION'S
RAILWAYS HIGHWAYS WATERWAYS & AIRWAYS